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may reduce standard crimping force required by up to approximately 50%. In this manner, the modified geometry has reduced effective stiffness, allowing for a greater degree of compression of the boot-can 40 to boot 30. A thermoplastic elastomer rolling diaphragm boot 38, 38' of this type further includes a better seal integrity over its operative lifetime, and particularly, during cold temperature operation.

B₁
(could)

In The Claims:

Please amend claims 1, 8 and 11 to appear as follows:

sub c₁ > 1. (Twice Amended) A constant velocity universal joint boot comprising:

at one end, a cylindrical neck member for receiving a shaft; and

at the other end, an annular upturned member defining a longitudinal axis and including a crimping lip, said crimping lip having a plurality of radially distributed apertures which are oriented parallel to said longitudinal axis for reducing the stiffness and increasing the compressibility of said crimping lip, wherein said boot is non-convoluted.

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sub c₂ > 8. (Twice Amended) A constant velocity universal joint assembly comprising:

a constant velocity universal joint having an outer race;

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a boot-can having a first end for mating with said outer race annular housing and a second flanged end spaced apart from said first end and said outer race; and

a non-convoluted thermoplastic rolling-diaphragm boot having a crimping lip received by the second flanged end of said boot-can, the crimping lip having a plurality of radially distributed apertures for increasing the compressibility of the crimping lip.

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(includ)

sub c) 11. (Amended) A constant velocity universal joint and propeller shaft assembly comprising:

a propeller shaft having a first end;

a constant velocity universal joint for receiving the first end of the propeller shaft and including an outer race having a first face;

a boot-can having a large-diameter end and a smaller-diameter flanged end, the larger-diameter end for mating with the first face of the outer race; and

a non-convoluted thermoplastic boot having a sealing end, a tubular stem portion for receiving the propeller shaft, and an annular upturned edge crimpingly affixed to the smaller-diameter flanged end of the boot-can, the annular upturned edge having a plurality of radially distributed apertures for increasing the compressibility of the annular upturned edge, and the sealing end cooperating with the propeller shaft to provide a seal therewith.

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